

Appendix F Wetlands Only Practicable Alternative

WETLANDS ONLY PRACTICABLE ALTERNATIVE FINDING

Pursuant to: Executive Order 11990 – Protection of Wetlands

The proposed project will widen State Routes 70/149/99 in Butte County.

Alternatives

Alternative 1

This alternative would upgrade SR 149 to a four-lane expressway by adding two lanes on the south side of the existing roadway. Widening would begin at the proposed SR 70/149 interchange and end at the proposed SR 99/149 interchange, a distance of 7.5 km (4.6 mi).

Roadway

Alternative 1 would include the following roadway construction:

- Two 3.6 m (12 ft) lanes with an 18.6 m (60 ft) or 22 m (72 ft) median; 1.5 m (5 ft) median shoulder and 3.0 m (10 ft) outside shoulder,
- realignment of SR 70 between SRs 149 and 191,
- reconstruction of the SR 70/191 intersection,
- construction of driveway access roads,
- rehabilitation of the existing SR 149 roadway,
- construction of county roads including a portion of Shippee Road, Table Mountain Blvd. and the Book Farm road,
- construction of a drainage system to eliminate ponding within the right-of-way on the north side of SR 149 near the junction with SR 70.

Structures

Alternative 1 would require the following structures:

- freeway-to-freeway interchanges (direct connector) at the SR 70/149 and 99/149 intersections,
- two-lane bridges with shoulders over Dry Creek, Clear Creek, Little Dry Creek,
- four-lane bridge with shoulders on new SR 70 alignment at Gold Run Creek.

This alternative would also require a one-lane crossing over SR 149 to Openshaw Road for access to the Warren and Brown parcels (APNs 041-210-052, 041-200-041) south of SR 149. This over-crossing would function as a private driveway, with a locked gate provided at the north end.

Alternative 2

Alternative 2 would be similar to Alternative 1, except the additional lanes would be constructed on the north side of SR 149.

Alternative 3

Alternative 3 is also similar to Alternative 1, except the additional lanes would be constructed on the north side of SR 149 from the proposed SR 70/149 interchange to KP 4.1 (PM 2.6), and then transition to the south side from KP 4.1 (PM 2.6) to the proposed SR 99/149 interchange.

Measures to Minimize Harm

The following measures have been developed to minimize the environmental impacts to wetlands along State Routes 70/149/99:

1. Compensation for impacts will include the following:
 - Preservation and/or creation of habitat at a ratio and location (mitigation bank) approved by the U.S. Fish and Wildlife Service.
 - Restoration of habitat on-site.
2. Erosion control measures will be performed during and after construction of the project.

Findings

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.